

Message Text

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PAGE 01 STATE 239782

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ORIGIN EB-06

INFO OCT-01 NEA-06 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

 DOTE-00 INR-05 NSAE-00 RSC-01 FAA-00 SWF-01 SS-15

 NSC-05 IO-04 L-01 /047 R

DRAFTED BY EB/OA/AVP:CHDUDLEY:EE

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EB/OA/AVP - MR. ORTMAN

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P 312216Z OCT 74

FM SECSTATE WASHDC

TO AMEMBASSY TEHRAN PRIORITY

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E.O. 11652: N/A

TAGS: EAIR, US, IR

SUBJECT: CIVAIR - SEABOARD WORLD CATTLE CHARTER FLIGHTS
TO IRAN

REF: A) TEHRAN 8922; B) 8823

1. KHADEMI DID NOT STOP WASHINGTON DURING US VISIT AND
WE WERE UNABLE TO FIND OPPORTUNITY DISCUSS CHARTER FLIGHT
ISSUE WITH HIM.

2. SEABOARD WORLD ATTORNEY ADVISED DEPT THAT CARRIER HAS
POSTPONED FIRST TWO FLIGHTS IN SERIES (NOV 2, 9). ACCORD-
ING ATTORNEY, SEABOARD CONTRACT WITH HOLSTEIN FRIESIAN
REQUIRES LETTER OF CREDIT FOR TRANSPORTATION COSTS TO BE
ISSUED TWO WEEKS PRIOR TO DATE OF FLIGHT. THIS NOT
ACCOMPLISHED, APPARENTLY BECAUSE HOLSTEIN FRIESIAN UNABLE
CONCLUDE SATISFACTORY PAYMENT ARRANGEMENTS WITH CONSIGNEE,
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IRFA CO. ATTORNEY ASSURED DEPT REMAINDER OF FLIGHTS IN

SERIES REMAIN AS SCHEDULED AND SEABOARD WOULD ADVISE PROMPTLY WHEN POSTPONED FLIGHTS RESCHEDULED.

3. RE MAHDAVI QUERY PARA 3 REF B, CAB REGULATIONS PERMIT PRIVATE IRANIAN CARGO TO BE SHIPPED VIA IRANIAN CARRIER

TO US. CAB WOULD CONSIDER SUBCHARTER TO ANOTHER CARRIER AS WET LEASE. IF A CARRIER HAS CAPACITY TO PERFORM CHARTER FLIGHT OR SERIES OF FLIGHTS WHEN IT CONTRACTS TO DO SO WITH SHIPPER, BUT DUE TO CIRCUMSTANCES BEYOND CARRIER'S CONTROL (SUCH AS AIRCRAFT BEING GROUNDED FOR REPAIRS) IS UNABLE TO DO SO WHEN FLIGHT SCHEDULED OPERATE, CAB POLICY IS TO APPROVE OPERATION OF CHARTER BY ANOTHER CARRIER ON WET-LEASE BASIS PROVIDED THAT CARRIER, WHETHER US OR NON-US, HOLDS CAB AUTHORITY TO PERFORM CHARTER FLIGHT INVOLVED.

4. IMPORTANT IN SEABOARD CASE TO MAKE CLEAR TO GOI THAT CAB NOT PREPARED AUTHORIZE NON-US AIRLINE TO PERFORM CATTLE CHARTER FLIGHTS US-IRAN PURSUANT TO WET LEASE TO IRANAIR SINCE SUCH ARRANGEMENT WOULD NOT BE IN ACCORDANCE WITH TERMS IRANAIR'S 402 PERMIT IN THAT IRANAIR WOULD BE HOLDING OUT TO PUBLIC A SERVICE (CATTLE CHARTERS) WHICH IRANAIR NOT CAPABLE OF PERFORMING.

5. WE RECOGNIZE THAT KHADEMI IS SOURCE OF IRANAIR'S EXCESSIVE INFLUENCE OVER GOI AVIATION POLICY. HOWEVER, EMBASSY SHOULD BEAR IN MIND IN SUPPORTING APPROVAL SEABOARD'S APPLICATION THAT WE VIEW CATTLE CHARTER FLIGHT ISSUE AS GOVERNMENT TO GOVERNMENT ONE. INGERSOLL

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